

MEETING SUMMARY

Client/Project: South Mountain Corridor Study Citizens Advisory Team

Date: December 5, 2002 **Time:** 5:30 p.m. **Location:** Vee Quiva Casino

CAT Members Attending:

Rock Argabright, Ahwatukee Foothills Chamber
Steve Boschen, Valley Forward
Van Braswell, Ahwatukee Foothills VPC
Chad Campbell, Sierra Club
Ron Chohamin, Lakewood HOA
Peggy Eastburn, Estrella Village Planning Committee
Michael Goodman, Phoenix Mtns Preservation Council
Don Jones, Southwest Valley Chamber of Commerce

Wayne Nelson, GRIC District
Silverio Ontiveros, Laveen Village Planning Committee
Nathaniel Percharo, Pecos Rd/I-10 Landowners Association
Laura Prendergast, Laveen Citizens for Responsible Dvlpmnt.
Jim Stroger, Kyrene de los Logos Elementary School
Mary Thomas, GRIC Elderly Concerns Group
Anthony Villareal, Gila River Indian Community – District 6
Dave Williams, Knight Transportation

Guests:

Christopher Soke Sr. and family, GRIC District 6 Council

Staff and Consultants Attending:

Thor Anderson, ADOT
Amy Edwards, HDR
John Godec, GRA
Theresa Gunn, GCI

Bill Hayden, ADOT
John Roberts, GRIC DOT
Bill Vachon, FHWA

Meeting Summary: Jennifer Graziano, GCI

Next Meeting:

- February 27, 2003

ACTION PLAN:

Task/Activity	WHO	WHEN
Diagram – CD Roads for future meetings	Amy Edwards	

Meeting Handouts:

- Agenda
- CAT Member Roster, Revised
- GRIC Organization Chart
- GRIC Map
- 51st Avenue Traffic Counts Summary
- Project Schedule

- Roadway Design Criteria Key Elements
- GRIN Special Edition
- Project Newsletter

Welcome and Introductions:

John Godec welcomed the group and introduced the new members: Van Braswell, Rock Argabright and Steve Boschen. Godec asked members if they had any issues they would like to discuss.

- Have heard that Phoenix will build 40th Street to connect with GRIC lands.
- Would like to have updated information for the Laveen Newsletter.
- There is a new South Mountain Newspaper published biweekly to serve the Rio Salado area.
- GRIC – Garcia elected Governor. Mary Thomas elected Lt. Governor. Will probably have a new representative from GRIC Elders Concerns on the CAT.
- New ADOT Project Manager – Floyd Roehrich will assume Mary Viparina's position as project manager.
- Pecos Road Interchange – a map is available for review during the break.

Follow-up Issues

- Hazardous Cargo and Environmental Justice overview will be scheduled for a future meeting.
- Parkway – Can't be the ultimate facility because there is not enough capacity. Parkway may be built as an interim facility.
- Can the City of Phoenix parkway and South Mountain Freeway be built in the same corridor? **Response:** Yes, it is possible there will be enough demand for both.
- Parkways and freeways serve different needs. For example, the Greenway Parkway handles 64,000 vehicles per day. South Mountain Freeway demand is estimated at 150,000 vehicles per day.
- **Question:** Can a freeway end at tribal boundaries? **Response:** FHWA would not consider a freeway without a logical termination such as a connection to another freeway.
- **Question:** Price Freeway does end at tribal boundaries? **Response:** Price ends at another freeway, not just a city street.
- **Comment:** GRIC wants the Price Freeway to extend south to I-10. **Response:** At the time it was planned, there was no agreement where the alignment should go on tribal lands.
- **Question:** What is the possibility of not having agreement with GRIC this time? **Response:** We are continuing discussions with the GRIC.

51st Avenue Traffic Counts

- **Question:** What have you done about 51st Avenue? When are we going to get a stop sign, light or something? **Response:** Bill Hayden, ADOT, reviewed the 51st Avenue Traffic Counts Summary.
- **Question:** Have you shared the information with the tribe? **Response:** The information will be sent to the tribe.
- **Question:** What is the truck traffic by time of day? **Response:** Will check and provide that data.

- **Question:** What was counted as trucks? **Response:** Will verify and provide additional information.
- **Question:** How does the count for two-lane arterials compare to these?
- **Question:** Did you do a count on Baseline west to 91st Avenue?
- On Saturdays truck numbers drop because congestion on freeways is less.
- **Question:** What numbers does the county need?
- **Comment:** These numbers show why people say ADOT wants to build a truck bypass.
Response: ADOT is in the process of improving SR 85 to allow trucks to bypass the urban area. This will reduce some but there will always be a number of trucks that have to come to Phoenix.
- Next step is to meet with county to discuss feasibility of a stop sign or signal.
- **Comment:** Laveen wants the County to change their stop sign on 51st Avenue to a signal.
- **Comment:** Ultimate benefit of the South Mountain freeway to GRIC is to reduce traffic on 51st Avenue.
- **Comment:** Need to meet with all landowners to get their opinions. Land is all we have and if we sell it, what do we have left? I-10/Pecos Road Landowners are meeting with the landowners.
- **Comment:** Pima Freeway was 80% on allottee lands and 20% on community lands.
- ASU Trucking Report – trucking in Arizona – Phoenix is consuming more than we can bring in. That is why we are seeing so many new warehouses. It's not going to get better but will get worse.
- **Comment:** Have asked the County to come and make presentation at the next meeting.

Alternative Screening Process, Design Criteria and Preliminary Alternatives:

John Godec provided an overview on the alternative screening process.

- Nine alternative alignments all end on Pecos Road – assume no tribal alignment at this time.
- Must be 3 miles between major system interchanges to avoid problems similar to US60/I-10/143.
- If interchanges are closer than 3 miles, must run a parallel system such as collector-distributor roads.
- CORSIM Analysis – will model the effect alternatives will have on I-10.
- One-half diamond interchange is assumed on Van Buren but full interchanges at all other major arterials.

CAT Review of Alternatives:

CAT members worked in small groups to review the alternatives. They provided the following comments.

- Original alignment east has lots of residents.
- 99th, 107th, 115th has major opposition.
- (White) 67th Avenue may be the default.
- Take off purple and orange, light green and light blue because of the need for CD roads.

- Continue to look at the following – original (blue) as a depressed facility; white; 101-99th (pink); and further west.
- Use Buckeye as an east – west alignment and go further west to I-10.

Group One:

- Concentrates traffic at one location.
- Connection to potential I-10 reliever/Rio Salado Parkway would help with truck traffic.
- Current truck termination point. The farther west the alignment goes, the more trucks will go straight south to catch the freeway. Won't solve Laveen problem.
- This may catch some of the feeders coming south on 51st Avenue to 75th Avenue.
- Tollesons' primary reluctance is loss of commercial land, which includes loss of tax base, etc.

Group Two:

- Less homes at this time on red proposed route.
- Interchange at 303 west is warranted.
- 115th Avenue is good area.
- 107th Avenue is 3rd choice.
- Freeway diagonally adjacent to GRIC boundary.
- Preference: 1) 115th Avenue 2) 107th Avenue 3) 303 Loop

CAP Member Questions and Comments:

- **Question:** Can freeway be built over commercial buildings in Tolleson? **Response:** Possible but there are limitations.
- **Question:** Does Rio Salado parkway have an impact? **Response:** There are two facilities, Rio Salado parkway and I-10 reliever that can be addressed if they become reality. Phoenix wants to combine I-10 reliever and parkway.
- **Question:** Who decides where the interchanges will be? **Response:** It will be a part of this study.
- **Question:** Can we dedicate space in median for future transit?

Next CAT Meeting:

- February 27, 2003
- Agenda:
 - Presentation by Maricopa County on 51st Avenue
 - CORSIM Analysis of I-10
 - Results of the Project Team Screening
 - Public Involvement Plans